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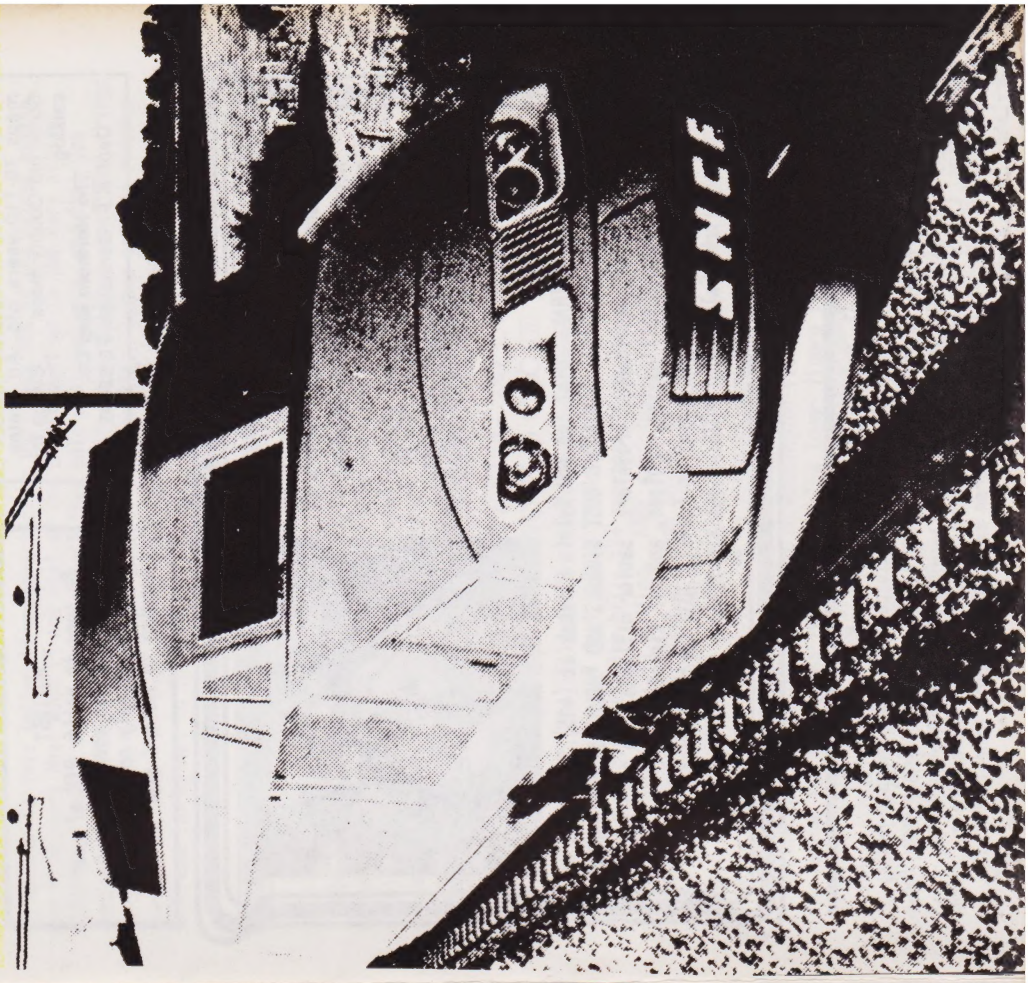

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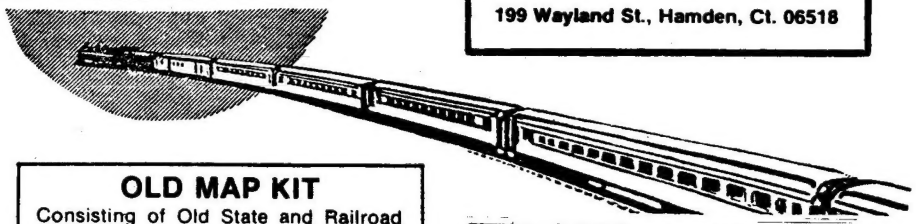

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LETTERS

VIA Rail Canada's LRC's finally started running on Friday, Sep 25, replacing Turbos on the Montreal-Toronto line, this giving no net benefit to passengers, for the LRC is not to run any faster, nor is it that much more comfortable than Turbos. Further, it has no dome nor any lounge. Will Turbos run on the Montreal-Quebec line, or will they be scrapped? About all the good that will come of all this is free publicity for VIA and a good fuel saving on the Toronto-Montreal line!

Meanwhile, to pay for more of this marking-time by VIA (replacing a modern train with another, producing no improvement on any other line except maybe Montreal-Quebec), the Canadian government, in cooperation with VIA's Frank Roberts, removes 20% of Canada's other trains.

Fifty cars and 22 locomotives plus vague promises of more drop in the bucket, are hardly adequate compensation for the Pepin-Roberts plot to dismantle Canada's railway passenger system.

Harry W. Gow
Chelsea, Quebec, Canada

As I write this letter it appears that we will have 85% of the Amtrak system. And it appears that much if not most of the credit must go to the very active efforts of NARP. As far as I can tell they only panicked once, and that was when everything looked so very grim. At that time they babbled about such things as selling the seats on the upper deck of the Superliner lounge cars as revenue space, etc. But they soon settled down and started to fight again. I commend NARP and tip my hat to them.

H. Martin Swan
St. Paul, Minnesota

ON THE COVER

The French TGV train, the world's fastest train in regular service, went into revenue operation on the line between Paris and Lyon on Sep 27. In this issue we discuss this exciting train, which could become a model for high-speed up-to-date passenger service in the U.S. and elsewhere in the world. SNCF photo.

WHITE HOUSE STILL TRYING TO CUT AMTRAK FURTHER; 38% CUT WOULD CLOSE DOWN SYSTEM

The appropriations bills to run the Federal Government have not been completed, and probably won't until just before Thanksgiving. Altho Amtrak was voted $735 million in an authorization bill, the appropriations legislation to actually give Amtrak the money still is pending. NARP said that a reporter asked Office of Management and Budget head David Stockman on Sep 30 if he wanted to cut Amtrak further and he answered "no." However, in the Washington Post of Oct 2 Stockman is quoted as saying "You can shut down Amtrak except in the Northeast part of the country without any great loss. We're going to have to do it in a year or two anyway."

An OMB document being circulated in Washington lists a $539.4 million budget for Amtrak for the coming fiscal year. The lower figure is due to a second round of budget cuts being pushed by the Reagan Administration even before the first round is finalized. On Sep 24 President Reagan in a nationwide address asked for further 12% across-the-board budget cuts. The $539.4 figure represents a 12% reduction from the $613 million the White House had earlier asked for Amtrak, before Congress upped that figure to $735 million. But the White House also wants to see

(continued on page 18)

RAIL CANADA

MAJOR NEW STUDY of transcontinental passenger services has been released by Transport 2000 Canada. Experts in the field have prepared the 40-page report entitled "A plan to maintain the double-spine transcontinental passenger rail service: An analysis of the impact of bi-level equipment." The study compares advanced bi-level and LRC equipment to the alternatives of maintaining or rebuilding the passenger car fleet. The report demonstrates how an investment of $368 million (1984 dollars) could be recovered in 7.6 years thru operation of modern, efficient and attractive equipment. Operating costs would be reduced 31% when compared with the existing equipment in its current state. The overall effect of increased revenues and reduced costs would be a 52% decrease in the subsidies required. The complete report is available for $75.00 from: "Bi-level Spine Study", Transport 2000 Canada, Box/CP 858, Stn./Succ. B, Ottawa, Ontario, Canada K1P 5P9.

VIA RAIL CANADA has released schedules and consists of Western trains to be affected by the Nov 15 train cuts. The Jasper-Prince Rupert train is extended to Edmonton; train 9 leaves Edmonton at 4:30pm and reaches Jasper at 9:45pm, Prince George at 5:30am, and Prince Rupert at 5:40pm. Train 10 leaves Prince Rupert at 8am and reaches Prince George at 9:05pm, Jasper at 5:10am, and Edmonton at noon. It is tri-weekly, leaving each end point on Sun, Wed and Fri. Equipment is to be a baggage-sleeper, a 6-6-4 sleeper, diner lounge, a 76-seat coach Edmonton-Prince Rupert and a 76-seat coach Edmonton-Jasper. Winnipeg-Regina-Saskatoon trains 109-110 will consist of a baggage car, cafe coach lounge (44 coach seats, 22 lounge), and 76-seat coach. It will leave Winnipeg daily at 11am and reach Regina at 6:10pm and Saskatoon at 10:15pm; it leaves Saskatoon at 8am and reaches Regina at 11:55am and Winnipeg at 7:10pm. Daily Saskatoon-Edmonton trains 681-682 will consist of three RDC units (three are needed to trigger crossing signals), and it will leave Saskatoon at 9am and arrive Edmonton at 1:55pm; it will leave Edmonton at 1pm and reach Saskatoon at 7:55pm. Trains 7 and 8, Winnipeg-Capreol, will consist of baggage sleeper, cafe lounge (22 lounge seats, 20 dining room seats, and 5 counter seats), and 76-seat coach. It will leave Winnipeg Mon, Wed and Fri at 8:30pm and reach Capreol at 8pm Eastern time; it will leave Capreol Sun, Wed and Fri at 8:30am and reach Winnipeg at 8am CT. The CANADIAN, trains 1 and 2, will consist of two 60-seat coaches, Skyline and Dayniter cars Montreal-Vancouver, Dayniter, three 4-8-4 sleepers and diner Toronto-Vancouver, and two 4-8-3-1 "Chateau" sleepers and "Park" lounge car for crew Montreal-Vancouver. VIA said that the above are subject to change.

THE VIA TURBOS on the Montreal-Toronto line were replaced by LRC trains on Sep 25. (at left: Turbo.)

CANADIAN RAILWAY UNIONS called Transport Minister Pepin's actions in announcing a 19% cutback in VIA Rail service "dictatorial". Said the newspaper Canadian Railwayman in an editorial: "The Canadian public--and especially the 1600 railway employees who stand to lose their jobs--would do well to remember Pepin's actions the next time they cast their ballots in a federal election."

(continued on page 19)

URBAN-SUBURBAN TRANSIT

ROCHESTER-GENESEE (NY) REGIONAL Transportation Authority says it's committed to making intermodal transportation a reality. At the Amtrak station in Rochester the R-GRTA has set up an easy-to-read display of transit service maps, schedules and other information. Amtrak Agent Michael Cirone reports a high level of interest in transit service, and the bus schedules need replenishing frequently.

JEWISH NEW YEAR on Sep 28 saw an unusual traffic jam in New York City. Homeward bound traffic began earlier than normal--about 3pm, and the excessive number of automobiles created a "massive tie-up". Evidently commuters, distrusting public transport to get them home before the beginning of sundown New Year celebrations, took their private cars in more than usual numbers. The Long Island Rail Road added nine trains for the early evening rush. There were some delays on the LIRR and also on Conrail's Hudson line, but no more than an average amount of delay. About 750,000 cars drive into Manhattan on an average weekday.

SOUTH SHORE LINE train in Chicago was the scene of a shooting Sep 18 as a knife-wielding man grabbed a woman passenger and held her hostage in an unprovoked attack. He was shot to death by a South Chicago policeman who boarded the train after a call from the conductor. The incident occurred at the Hegewisch station.

SAN FRANCISCO BUS service is a "mess", admitted the general manager of the city's Public Utilities Commission on Sep 23. Service has been deteriorating since summer, and on one September day 87 of San Francisco Muni's 530 buses were out of service. A better maintenance program is being prepared, but will take six months to a year to get into full swing. In other Muni news, the system in late September agreed to lease for $1 a year from the California Railway Museum in Rio Vista historic car 178, built in 1923, to run in excursions along with the existing car #1.

CITY OF DALLAS has expressed interest in buying back from Boston 13 trolley cars that were sold to Boston by Dallas in 1959. The cars were taken out of service in December when reconstruction of Boston's Mattapan line began.

KEEPING FREEWAYS OUT of the city center gives cities an advantage, according to a Wall Street Journal article (Sep 22). Baltimore did that and is happy about it now. It doesn't have "ugly, waterfront expressways" that should be demolished, such as San Francisco does with its Embarcadero Freeway. Baltimore planners now say the city is "so far behind" the times that it's ahead.

ICG COMMUTER TRAIN ridership in the Chicago area took a plunge in August, dropping from 1,378,067 in Aug 1980 to 1,012,827 in Aug 1981. Officials attribute the falloff in ridership to a revolt against high fares set by the RTA. The RTA set a 17% fare increase in July, and ridership has been dropping ever since.

PARK FOREST SOUTH, Illinois now has a new ICG commuter train storage yard. It went into operation in mid-September. About 44 Highliner cars sit in the yard at night, and it eliminates backup operations between the Park Forest South station and the Richton Park yard.

LONDON HAS REDUCED transit fares 25% effective Oct 5. The cut was a campaign promise of the city government. To offset the reduction in revenues, property taxes have been increased 25%, with the money going to London Transport.

URBAN MASS TRANSIT ADMINISTRATION on Sep 15 got a new Regional Administrator for Connecticut, New Jersey, New Yorkand Puerto Rico. He is Alfred A. DelliBovi, and his job is to oversee federal mass transit assistance programs for those areas. He is a native of New York City, a member of the NY State Assembly for 7 years, and Chairman of the Assembly Task Force on Mass Transportation.

★ Amtrak Schedule Changes ★

Effective October 1, 1981
through October 24, 1981

The reductions in the Amtrak system necessitated by the reduced budget for the fiscal year that started October 1 have resulted in the new schedulings and routings given in the timetables below.

Amtrak did not publish a complete new timetable for the changes that take place Oct 1. The current national timetable is effective Apr 26, 1981 thru Oct 24, and Amtrak issued a small folder updating that timetable and containing the schedules shown here. The folder, printed in red ink on low-cost paper, is referred to as Form A-Supplement-1/1981, and was issued in a printing of one million. The cover states that "This Schedule is to be used in conjunction with Amtrak's National Timetable through October 24, 1981." The folder also briefly notes the trains discontinued on Oct 1 and 5 and the changes that will take place on Oct 25.

Services

▶ **The Empire Builder**
Chicago-St. Paul-Seattle—Superliner Service
Sleeping Car—Deluxe and economy rooms.
Coaches—Reservations required.
Dining Car—Complete meal and beverage service.
Lounge—Sandwich, snack and beverage service.
Checked baggage—handled at all stations except Portage and Tomah.

▶ **The North Star**
Chicago-St. Paul-Duluth
Sleeping Car—Roomettes and bedrooms. Complimentary coffee and tea served 6:30-9:30 AM.
Coaches *(Amfleet)*—Reservations required.
Refreshments—Tray meals, sandwiches, snacks and beverages.
Checked baggage—handled at Chicago, St. Paul/Minneapolis, Superior and Duluth.

Note—Service between St. Paul/Minneapolis and Duluth financed in part through funds made available by the State of Minnesota.

▶ **The LaSalle**—**The Marquette**

▶ **The Nicollet**—**The Radisson**
Chicago—**Milwaukee**
Coaches—Unreserved seats.
No checked baggage—passengers may carry hand baggage on board.

Reference Marks

- [A] All reserved train.
- [S] Sleeping car service.
- [D] Complete dining and beverage service.
- [T] Tray meal and beverage service.
- [B] Checked baggage handled. Consult agent or services listing for exceptions.
- • Tickets not available at station. Purchase tickets from Amtrak travel agent or on train. This station does not have facilities or personnel available to assist handicapped travelers.
- ⊕ Ticket office not open at all train departure times. When ticket office is closed fare may be paid on train without penalty.
- [Z] Experimental stop for trial period. Stop may be discontinued if usage does not justify continuation.
- D Stops only to discharge passengers.
- F Stops only on signal to receive or discharge passengers, where possible, please give sufficient advanced notice to agent or conductor.
- R Stops only to receive passengers.
- (K) Passengers not carried locally between this station and Chicago except when connecting at Chicago to or from other Amtrak trains.
- (S) Service to commence on a date to be announced.
- (S) Passengers not carried locally between Paoli and New York or intermediate stations.
- (G) Stops to discharge passengers from points east of Philadelphia and to receive passengers for points west of Harrisburg.
- (S) Stops to discharge passengers from points west of Harrisburg and to receive passengers for points east of Philadelphia.

A	A.M.	Km	kilometers
P	P.M.	mi	miles
M	midnight	(ET)	Eastern Time
N	noon	(EST)	Eastern Standard Time
		(CT)	Central Time

NOTICE: The service shown below replaces that shown in Amtrak's current National Train Timetables (Form A—page 42) and in our Midwest Corridor Services timetable (Form 12)

Chicago-Milwaukee-St. Paul-Minneapolis-Duluth

Service between St. Paul and Duluth subject to possible discontinuance-consult agent.

		Train Number		331	7	333	335	9
		Train Name		The LaSalle	The Empire Builder	The Marquette	The Nicollet	The North Star
		Frequency of Operation		Daily	Tu Th Su	Ex Sa Su	Sa Su	Daily
		Type of Service			[A][S][D][B]			[A][S][T][B]
Km	Mi	*(Milwaukee Road)*						
0	0	**Chicago, IL** *Union Sta. (CT)*	Dp	10 45A	12 10P	4 30P	5 30P	11 05P
28	17	Glenview, IL		(K) 11 08A	(K) 12 33P	(K) 4 53P	(K) 5 53P	(K) 11 28P
99	62	Sturtevant, WI ⊕ *(Racine)*		11 44A		5 29P	6 29P	12 06A
137	85	**Milwaukee, WI**	Ar	12 17P	1 39P	6 02P	7 02P	12 34A
137	85	*Milwaukee, WI*	Dp		2 40P			
303	188	*Green Bay, WI*	Ar		5 05P			
137	85	**Milwaukee, WI**	Dp		1 45P			12 39A
241	150	Columbus, WI ⊕ *(Madison)*			2 57P			1 51A
287	178	Portage, WI			3 29P			2 23A
314	195	Wisconsin Dells, WI ⊕			3 46P			2 40A
386	240	Tomah, WI •			4 26P			3 20A
452	281	La Crosse, WI			5 15P			4 03A
496	308	Winona, MN *(Rochester)*			5 47P			4 35A
597	371	Red Wing, MN			6 50P			5 38A
673	418	**St. Paul/Minneapolis, MN**	Ar		8 15P			7 10A
673	418	*-Midway Station*	Dp					7 50A
		(Burlington Northern)						
748	464	Cambridge, MN •			Thru			9 05A
820	509	Sandstone, MN • [Z]			Service			9 50A
915	568	Superior, WI			To			11 15A
921	573	**Duluth, MN** *(Hibbing) (CT)*	Ar		Seattle			11 35A

Duluth-St. Paul-Minneapolis-Milwaukee-Chicago

Service between Duluth and St. Paul subject to possible discontinuance-consult agent.

		Train Number		10	330	332	8	334	336
		Train Name		The North Star	The Radisson	The LaSalle	The Empire Builder	The Marquette	The Nicollet
		Frequency of Operation		Daily	Ex Sa Su	Sa Su	M W Sa	Ex Sa Su	Sa Su
		Type of Service		[A][S][T][B]			[A][S][D][B]		
Km	Mi	*(Burlington Northern)*							
0	0	**Duluth, MN** *(Hibbing) (CT)*	Dp	6 45P			Thru		
7	4	Superior, WI		7 05P			Service		
102	63	Sandstone, MN • [Z]		8 15P			From		
174	108	Cambridge, MN •		9 03P			Seattle		
		(Milwaukee Road)							
248	154	**St. Paul/Minneapolis, MN**	Ar	10 20P					
248	154	*-Midway Station*	Dp	10 58P			9 28A		
325	202	Red Wing, MN		12 01A			10 30A		
425	264	Winona, MN *(Rochester)*		1 24A			11 53A		
469	291	La Crosse, WI		2 07A			12 42P		
535	332	Tomah, WI •		2 48A			1 23P		
607	378	Wisconsin Dells, WI ⊕		3 44A			2 19P		
635	394	Portage, WI		4 02A			2 37P		
680	423	Columbus, WI ⊕ *(Madison)*		4 28A			3 03P		
785	488	**Milwaukee, WI**	Ar	5 35A			4 11P		
0	0	*Green Bay, WI*	Dp				11 45A		
166	103	*Milwaukee, WI*	Ar				2 00P		
785	488	**Milwaukee, WI**	Dp	5 40A	6 55A	8 30A	4 17P	6 45P	7 45P
822	511	Sturtevant, WI ⊕ *(Racine)*			7 19A	8 54A		7 09P	8 09P
893	555	Glenview, IL		(K) 6 44A	(K) 8 05A	(K) 9 35A	(K) 5 21P	(K) 7 50P	(K) 8 50P
921	573	**Chicago, IL** *Union St. (CT)*	Ar	7 10A	8 32A	10 02A	5 47P	8 17P	9 17P

NOTICE: The service shown on the two schedules below replaces the Broadway Limited Service shown in Amtrak's current National Train Timetables (Form A—page 36) and in our current East-Midwest Routes Timetable (Form 7).

New York-Philadelphia
Pittsburgh-Fort Wayne-Chicago

READ DOWN		Train Number	READ UP
41			40
The Broadway Limited		Train Name	The Broadway Limited
Daily		Frequency of Operation	Daily
[A][S][D][B]		Type of Service	[A][S][D][B]
2 45P		*(Amtrak)* Dp **New York, NY** *Penn Sta. (ET)* Ar	4 09P
R 3 01P	18 10	**Newark, NJ** *Penn Sta.*	D 3 54P
R 3 46P	94 58	**Trenton, NJ**	D 3 11P
R 4 19P	145 90	Ar Dp	D 2 38P
R 4 38P	145 90	Dp **Philadelphia, PA** *30th St. Sta* Ar	D 2 13P
(K) 5 05P	176 109	Paoli, PA ⊕	(K) 1 44P
(K) 5 54P	253 157	Lancaster, PA	(K) 12 55P
(K) 6 30P	310 192	Ar **Harrisburg, PA** Dp	(K) 12 22P
(K) 6 40P	310 192	Dp Ar	(K) 12 17P
		(Conrail)	
7 46P	408 254	Lewistown, PA •	11 03A
8 25P	467 290	Huntingdon, PA •	10 23A
9 08P	521 324	Altoona, PA	9 35A
10 12P	584 363	Johnstown, PA	8 34A
11 06P	660 410	Greensburg, PA •	7 38A
11 52P	710 441	Ar **Pittsburgh, PA** *Amtrak Sta.* Dp	6 48A
12 27A	710 441	Dp Ar	6 13A
2 41A	874 543	Canton, OH	3 48A
4 28A	1014 630	Crestline, OH •	2 05A
5 55A	1129 701	Lima, OH *(ET)*	12 27A
6 03A	1225 761	**Fort Wayne, IN** *(EST)*	10 20P
(K) 8 15A	1393 865	Valparaiso, IN • *(CT)*	(K) 8 20P
D 8 45A	1423 884	Gary, IN • *5th & Chase Sts.*	R 7 59P
9 35A	1463 909	Ar **Chicago, IL** *Union Sta. (CT)* Dp	7 25P

Services

▶ **The Broadway Limited**
New York-Chicago
Sleeping Cars—Roomettes and bedrooms. Complimentary coffee and tea served 6:30-9:30 AM.
Slumbercoach New York-Chicago—Economy sleeping rooms.
Coaches—Reservations required.
Dining Car New York-Chicago—Complete meal and beverage service.
Lounge—Sandwich, snack and beverage service.
Checked baggage—handled at all stations except Paoli, Lancaster, Lewistown, Huntingdon, Greensburg, Canton, Crestline, Valparaiso and Gary. Only hand baggage may be checked to and from Altoona or Johnstown.

Washington-Cumberland
Pittsburgh-Fort Wayne-Chicago

Commutation tickets are not honored on this train.

READ DOWN		Train Number	READ UP
441			440
The Capitol Limited		Train Name	The Capitol Limited
Daily		Frequency of Operation	Daily
[A][S][D][B]		Type of Service	[A][S][D][B]
3 20P	Km 0 Mi 0	*(Baltimore & Ohio)* Dp **Washington, DC** *(ET)*	3 10P
3 39P	26 16	Rockville, MD •	2 43P
4 30P	89 55	Harpers Ferry, WV	1 56P
4 50P	119 74	**Martinsburg, WV** ⊕	1 30P
6 24P		Ar Dp	11 56A
6 30P	236 146	Dp **Cumberland, MD** Ar	11 50A
9 25P	386 238	Connellsville, PA •	8 53A
(K)	455 281	McKeesport, PA	(K)
		(Conrail)	
11 30P		Ar **Pittsburgh, PA** *Amtrak Sta.* Dp	6 55A
12 27A	480 298	Dp Ar	6 13A
2 41A	645 398	Canton, OH	3 48A
4 28A	786 486	Crestline, OH •	2 05A
5 55A	901 558	Lima, OH *(ET)*	12 27A
6 03A	998 618	**Fort Wayne, IN** *(EST)*	10 20P
(K) 8 15A	1186 720	Valparaiso, IN • *(CT)*	(K) 8 20P
D 8 45A	1197 739	Gary, IN • *5th & Chase Sts.*	R 7 59P
9 35A	1238 764	Ar **Chicago, IL** *Union Sta. (CT)* Dp	7 25P

Services

▶ **The Capitol Limited**
Washington-Chicago
Coaches—Reservations required.
Sleeping Cars—Roomettes and bedrooms. Complimentary coffee and tea served 6:30-9:30 AM.
Dining Car Pittsburgh-Chicago—Complete meal and beverage service.
Lounge Washington-Pittsburgh—Tray meals, sandwiches, snacks and beverages.
Checked baggage—handled at all stations except Rockville, Harpers Ferry, Martinsburg, Connellsville, Cumberland, Canton, Crestline, Valparaiso and Gary.

The Eagle
Chicago-St. Louis
Little Rock-Dallas
San Antonio (Los Angeles)

READ DOWN		Train Number	READ UP
21			22
[A][S][D][B]		Type of Service	[A][S][D][B]
5 20P	Km 0 Mi 0	*(Illinois Central Gulf)* Dp **Chicago, IL** *Union Sta. (CT)* Ar	2 05P
6 03P	80 37	Joliet, IL	12 57P
6 54P	148 92	Pontiac, IL •	
7 30P	204 127	Bloomington, IL	11 40A
7 57P	252 156	Lincoln, IL •	11 05A
8 30P	298 185	**Springfield, IL**	10 35A
9 07P	360 224	Carlinville, IL •	
9 39P	414 257	Alton, IL	9 30A
10 45P	457 284	Ar **St. Louis, MO** Dp	8 45A
11 20P	457 284	Dp Ar	8 00A
		(Missouri Pacific)	
2 52A	717 446	Poplar Bluff, MO	3 38A
3 43A	813 505	Walnut Ridge, AR •	2 42A
4 19A	872 542	Newport, AR • [Z]	2 08A
5 48A	1007 626	**Little Rock, AR**-Union Sta. Square *(Hot Springs Nat'l Park)*	12 52A
6 31A	1077 669	Malvern, AR •	11 44P
8 12A	1240 770	Ar **Texarkana, AR/TX** Dp	10 05P
8 27A	1240 770	Dp Ar	9 50P
9 46A	1347 837	Marshall, TX • [Z] *(Shreveport, La)*	8 41P
10 18A	1384 860	Longview, TX *(Tyler)*	8 15P
1 30P	1598 987	**Dallas, TX**-Union Sta.	5 40P
2 56P	1638 1018	*(Santa Fe)* Ar **Fort Worth, TX** Dp	4 36P
3 10P	1638 1018	Dp Ar	4 20P
4 01P	1684 1046	Cleburne, TX ⊕	3 38P
5 03P	1803 1121	McGregor, TX *(Waco)*	2 14P
5 50P	1844 1146	Ar **Temple, TX** *(Ft. Hood)* Dp	1 45P
5 55P	1844 1146	Dp *(Missouri-Kansas-Texas)* Ar	1 40P
		(Missouri Pacific)	
6 55P	1906 1185	Taylor, TX •	12 40P
7 38P	1982 1219	**Austin, TX**	11 32A
8 18P	2011 1250	San Marcos, TX •	10 48A
9 55P	2090 1299	Ar **San Antonio, TX** *Amtrak Sta.* Dp	9 25A
Thru Cars			Thru Cars
1		Train Number	2
The Sunset Limited		Train Name	The Sunset Limited
3 10A	922 573	Dp **San Antonio, TX** *Amtrak Sta. (CT)* Ar	5 18A
7 43P	2395 1488	Ar **Tucson, AZ** *(MST)* Dp	9 22A
8 03P	2395 1488	Dp Ar	9 02A
10 40P	2590 1609	**Phoenix, AZ** *(MST)*	6 48A
7 40A	3271 2032	Ar **Los Angeles, CA** *(PT)* Dp	10 30P
Arrives W. F. Su			Departs Su, Tu, F

Daily; Su, Tu Th; Mo We Fr; Tu Th Sa; Daily; We Fr Mo; Tu Th Su; Mo We Sa

Services

Chicago-San Antonio (Los Angeles)
Superliner Service
Sleeping Cars—Deluxe, family, economy and special bedrooms. Complimentary coffee and tea served 6:30-9:30 AM.
Coaches—Reservations required.
Dining Car—Complete meal and beverage service.
Checked baggage—handled at all stations except Pontiac, Lincoln, Carlinville, Walnut Ridge, Newport, Malvern, Marshall, McGregor, Taylor and San Marcos.
Thru Service—Chicago-Los Angeles. Coach and sleeping car exchanged to/from the Sunset Limited at San Antonio.

Besides the revised schedules listed above, the new Amtrak folder gives the following changes effective Oct 1:

The SHENANDOAH (Washington-Chicago) discontinued; the following cities no longer have Amtrak service: Duffields WV, Hancock WV, Keyser WV, Oakland MD, Rowles-

burg WV, Grafton WV, Clarksburg WV, Parkersburg WV, Athens OH, Chillicothe OH, and Loveland OH.

The CARDINAL (Washington-Chicago) discontinued; the following cities no longer have Amtrak service: Staunton VA, Clifton Forge VA, White Sulphur Springs WV, Alderson WV, Hinton WV, Prince WV, Thurmond WV, Charleston WV, Huntington WV, Tri-State Station (Cattlettsburg) KY, South Portsmouth KY, Maysville KY, Cincinnati OH, Hamilton OH, Richmond IN, Muncie IN, Marion IN, and Peru IN.

The BLUE RIDGE (Washington-Martinsburg) will run Mon-Fri only; weekend operation is discontinued.

The BEACON HILL (New Haven-Boston) discontinued; the following cities will no longer have Amtrak service: Madison CT, East Lyme CT, Shannock RI, Wickford Junction RI.

The PACIFIC INTERNATIONAL (Seattle-Vancouver, B.C.) discontinued. (Editor's note: see item elsewhere this issue concerning bus connection Seattle-Vancouver). Everett WA and Edmonds WA will also lose Amtrak service Oct 1, but these cities will be served by the EMPIRE BUILDER beginning Oct 25.

The BLACK HAWK (Chicago-Dubuque) discontinued; the following cities no longer have Amtrak service: Elmhurst IL, Rockford IL, Freeport IL, Warren IL, Galena IL, East Dubuque IL, Dubuque IL.

The INTER-AMERICAN (Chicago-Houston and Laredo) is renamed the EAGLE, and the portions of the route between Temple and Houston and between San Antonio and Laredo are discontinued. Brenham TX and Laredo TX no longer have Amtrak service. Houston will continued to be served by the SUNSET LIMITED, and Rosenberg likewise until Oct 24, after which the stop will be discontinued. Service south of St. Louis is reduced to tri-weekly. There is new thru car service Chicago-San Antonio-Los Angeles; Superliner coaches and sleepers will run Chicago-L.A. via San Antonio. Cars are exchanged at San Antonio between the EAGLE and the SUNSET LIMITED.

Effective Oct 5 the PRAIRIE MARKSMAN (Chicago-Peoria) is discontinued. Eureka IL and Peoria IL no longer have Amtrak service.

TGV SETTING A NEW STANDARD FOR PASSENGER TRAIN SPEEDS

France can now boast of having the world's fastest train--the TGV, or Très Grande Vitesse (for Very High Speed), which began revenue operation on Sep 27 on the Paris to Lyon route. With a top cruising speed of 161.6mph (260 km/h), the new French train beats the fastest Japanese Bullet Train's speed limit of 130.5mph (210 km/h).

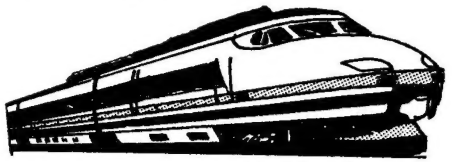
The average speed of the TGV on its route will be 117.8mph (189.6 km/h), in comparison to the 112.4mph (180.9 km/h) average of the Nagoya to Yokohama Bullet Train. In February the TGV set a speed record of 236.1mph (380 km/h) on a test track.

The train that sets France out in the lead in world rail speed also puts the U.S. that much farther behind. What is there about the TGV that is different, and why couldn't we turn such a train loose here in the U.S.?

Much of the TGV's secret is the secret of its track. A completely new dedicated all-passenger line was built for the TGV. The line was built to extremely high standards and is unusual in that it somewhat resembles a freeway more than a railroad right of way. This is because there are 2.5 miles of steep 3.5% grades on the line, placed there in order to avoid tunneling--there is not a single tunnel on the route--and its expenses. With the train's high speed, it was calculated that it could negotiate the hills without too much speed loss because of the great momentum attained at high speed when approaching a grade. Nevertheless, the train's electric motors are capable of starting a loaded TGV from a standing start on one of these grades.

The route of the train is thru rolling hills, and it follows closely existing highways where possible, to avoid further adverse environmental impact. Catenary poles are thin, and almost disappear when viewed from a distance.

The complete line is not yet finished. The existing Paris-Lyon route takes a a zig-zag form, passing thru Dijon. The new line is much straighter, and its length will total 264.7 miles (426 km) when finished, compared to the 322.5 miles (519 km) of the original line. The new line actually begins at St-Florentin, southeast of Paris, and a connecting train must be ridden to that point until the segment from Combs-la-Ville (18 miles south of Paris's Gare de Lyon) to St-Florentin is completed, which is expected to be in Oct 1983. A temporary connection exists between the old and new lines at St-Florentin, which is the first point at which the rights of way intersect (the other is at Macon). The southeast terminus of the new line is at Sathonay, 5 miles north of Lyon. The TGV will be permitted to run on other lines, however, and there are already connecting lines east to Aisy, to reach Dijon, and east to Pont-de-Veyle, branching off near Macon. In fact, it is the hope of the SNCF that the TGV will become a standard high-speed train, operating on many lines across Europe.



Aerodynamics receives close attention in the automobile industry in these days of eking out the best possible gasoline mileage; and with the TGV similar minute attention was paid to wind tunnel tests that would enable the train to be streamlined to the point where higher speeds would result. Out of such tests came the decision to build the train as an articulated unit, with air spaces between cars eliminated to cut wind resistance.

The trains are built in sets of two power cars (one at each end) and eight passenger cars. Trainsets can be operated in multiple units if more capacity is needed. The streamlined nose end of the train is removable, and covers a coupler. The two adjoining ends of passenger cars are mounted on a single truck, as with Southern Pacific's former articulated coaches. The power units have a complete truck at each end, and the next adjoining car also has a motor in the forward end, and it has a complete truck under that end.

The TGV is not a luxury train--a major portion of the train is given to second class seating. A bar occupies a third of a car near the center of the train. Food is eaten at one's seat. The SNCF describes the train as comfortable, tho a high-density of seating has been arranged. There is a total of 386 seats in one trainset, 111 of these being first class and 275 second class.

Forty of the orange-and-gray trainsets were to be on hand for the startup of service in September, out of a total of 87 that were ordered in 1976.

At times some of the trains will run on lines having different electrical voltage, and some trainsets have been built to operate on two different electrical systems.

When the record-shattering 236mph run was made, last Feb 26, the voltage of the line had been increased for greater power. The run was made on a section of the new line near Pasilly. The previous record was also held by the French, having been made by a pair of French locos in Mar 1955, that reached 205.7mph.

Before the electric TGV was built, France experimented with a gas turbine-powered train, in the early 1970's. However, this was abandoned in favor of electric power after the world energy crisis hit.

What hope is there that Amtrak can achieve high speeds rivalling nations such as France, Japan, Great Britain and West Germany? At present the only notable speed runs on Amtrak are on some limited portions of the Santa Fe, in the North-

east Corridor(tho there construction has cut back speeds), and on the newly-upgraded Empire Service corridor. Amtrak's Alan Boyd has recently looked closely at Japan's Bullet Train operation and he reported on it glowingly (see RTN #199). In a talk in Chicago in Nov 1979, Boyd said "The entire Shinkansen (Bullet Train system) is a major miracle of this time."

Could such a system work in the U.S.? Says Boyd, "I believe this rather radical, all out approach of the Shinkansen is going to have to come to this country. It was Commodore Perry who in March of 1853 first brought the railroad to Japan asa gift from the American people. It is time now to work out a basis for technological transfer of current Japanese experience back to the U.S.A. ... We must begin to plan for a similar system."

On Aug 7, 1981 Amtrak's discussions with the Japanese National Railways culminated in the announcement that a Japanese philanthropist, Mr. Ryoichi Sasakawa, would donate up to $5 million to pay Japanese engineers to come to the U.S. and study some of our passenger rail corridors to see if Shinkansen-type operations could be built there. The Los Angeles-San Diego corridor will be studied first (see RTN #228). Earlier, the state of California had gone on record as favoring a new Bullet Train-type line being built from Southern to Northern California, tunneling under the Tehachapi Mountains.

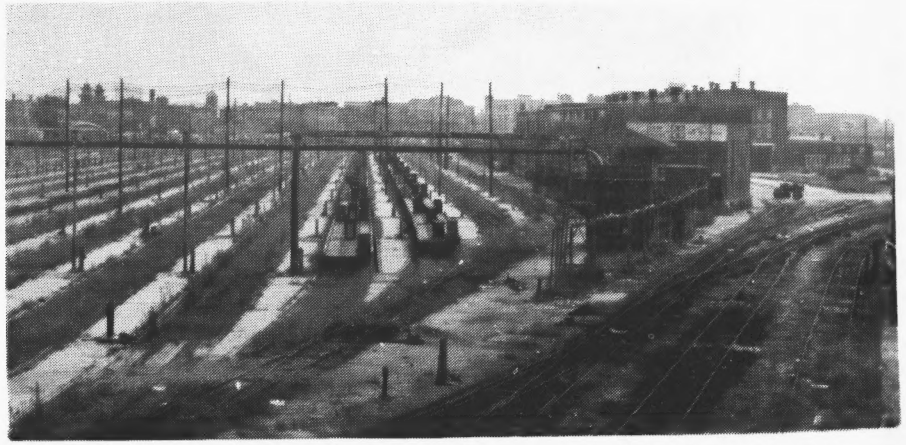
If the U.S. is not to fall hopelessly behind the rest of the world in rail transportation speeds, plans such as these will have to be seriously considered.

AMTRAK DEDICATES ITS CHICAGO MAINTENANCE FACILITY

Amtrak's Chicago Maintenance Facility was officially dedicated on Saturday, Sep 26. On that date, the ceremonies began as a special train left Chicago Union Station to carry visitors to the maintenance facility. The train left at 9:30am, and at 10:00 the dedication ceremonies, next to the car repair shop, began.

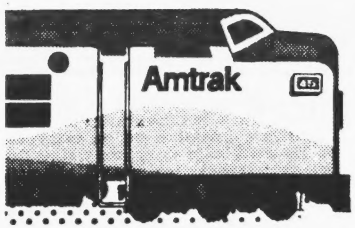
From 11am to 4pm Amtrak ran special shuttle trains from the Station to and thru the facility and back to the station. These provided visitors with a half-hour long, free narrated tour.

At Chicago Union Station, special cars were open for inspection, including cars Amtech 10001 and 1002, technical training mobile classrooms.



The now-deserted Santa Fe coach yards in Chicago is one of the facilities made obsolete by Amtrak's consolidation into a single facility. Photo by Jack Ferry.

Features of Amtrak's New Chicago Maintenance Facility



1. Tracks, Platforms, Train Service Building

At a combined cost of $19.5 million, most of the facility's 12.7-mile track system and adjacent platforms were replaced. There are now eight, 18-car service tracks; six, 14-car service tracks, two of which are protected by a new 64,410 square foot service building; and four, 10-to-12-car storage tracks. Wider service platforms adjoin most tracks, and new service pits are placed beneath segments of both indoor and outdoor tracks.

2. Diesel Shop

The expanded diesel shop incorporates new indoor fueling and routine service buildings where engines are inspected, lubricated, fueled, watered and sanded. The $6.8 million structure includes a back shop for heavy repairs. Drop tables, cranes, and work platforms are housed in the 85,120 square foot facility which employs over 200 workers. The diesel shop dispatches 30 locomotives per day and is responsible for maintaining one-third of Amtrak's 300-locomotive fleet.

3. Car Washer Building and Mobile Vacuum Machines

Located on a track leading to the service area, the car washer building houses equipment designed to clean the exterior of an entire train in a few minutes. Prior to being placed on their service tracks, trains are slowly drawn through high-pressure jets of detergent and water, swabbed with rotary brushes programmed for each distinct car-type, and rinsed with clear water. The car washer building permits this operation even in sub-freezing temperatures.

Once trains are spotted at their respective service tracks, giant vacuum cleaners, known as Windjammers, are attached to coach doors. Powerful twin fans draw refuse from hard-to-reach corners of each coach.

4. Car Repair Shop

The focal point of the facility, this $6.7 million, 89,000 square foot building accommodates up to 12 cars simultaneously and incorporates a six-story yard control tower and security office, shops for electrical, brake repair, upholstery, woodworking, machining, radio repair, air conditioning, and small engine maintenance. In concert with the routine service facilities, the car repair shop is responsible for the running maintenance of approximately one-third (544 cars) of Amtrak's entire national fleet. Each day, 142 cars are dispatched from the Chicago Maintenance Facility, and 740 workers are employed for train service and car repair.

5. Commissary/Warehouse

At 124,000 square feet, this is the largest structure on the site. The multi-purpose building houses a crew base for on-board employees and storage for service and maintenance supplies. Also in the building is the commissary, where food, beverages and other on-board items are stored and sorted for stocking on departing trains. The $5.2 million Commissary/Warehouse is headquarters for 210 employees

6. Wheel Truing Shop

This facility has the valuable time-saving capability of grinding wheel-treads while wheel assemblies are in place on the cars or locomotives. Formerly this procedure required the tedious and expensive removal of entire wheel assemblies. Where conventional wheel truing operations used to average seven wheel pairs per day, the new shop can easily triple that number. Furthermore, facilities are located indoors, permitting efficient operation in even the most adverse weather conditions.

7. Maintenance-of-Way Building

Materials and crews for maintaining the yard's 12.7 miles of track and 372,330 square feet of buildings are housed in this structure. Some 75 employees are required for this important job.

8. Pollution Control Building

This $1.4 million facility treats waste water and runoff from the entire maintenance complex. Thanks to this plant, Amtrak's new Chicago Maintenance Facility is in full compliance with all city pollution ordinances.

9. Fuel Storage

From here diesel fuel is piped underground to the fueling building where locomotives are topped up prior to their assignments. Before renovation, fueling operations could grind to a halt when sub-zero weather turned diesel oil into immovable sludge.

THOSE BUILDER BLUES -- 1981 EDITION

by Rocky Shay

One of the frustrating things about dealing with Amtrak is that all too often an idea with little public support and even less merit just sails thru the processes to become policy--while an idea with lots of public support and even more merit waits years before being implemented.

Such is the case with Amtrak's restructuring of the west end of the EMPIRE BUILDER. The good idea is the new service between Spokane and Portland. That one waited ten years. The bad idea is the re-routing of the Seattle section of the train from the Ellensburg-Yakima-Pasco "south" line to the Wenatchee-Ephrata "north" line. This is an idea that came virtually out of nowhere, and it needs some discussion. Yes, I know, I'm very upset over the loss of "my" train. I have family and friends in Yakima. But I'm even more upset about how Amtrak decided on the change. Read on. I think you'll see that this is something that should scare all of us.

First, a look at what Amtrak is giving up --a line with three college towns and a combined population of almost 330,000 people--a line with a predominant traffic flow to Seattle and with often-treacherous winter-time driving conditions over a hilly ridge and a mountain pass. Amtrak is walking out on this potential gold mine to run on a line with a population of just under 23,000 people, but with a running time Spokane to Seattle about 1.5 hours shorter, if you add in switching time for the Portland section at Pasco.

Why is Amtrak giving up a routing with a 14.5-to-1 population advantage over the alternative and an explosive growth rate (50% in the Pasco area over the last ten years)? Let's examine Amtrak's stated reasons. You'll see that they look more like excuses.

(1) Here's the main reason given the Amtrak Board in President Boyd's memo on restructuring. Mr. Boyd states that the shorter running time created by the re-routing allows more connections for the BUILDER in Chicago.

FACT: The running time of the EMPIRE BUILDER in Washington State has nothing to do with connections in Chicago. It only affects arrival and departure times in Seattle. And since the new Portland service connects both ways with the COAST STARLIGHT at Portland, the question of connections in Seattle becomes moot. How did this non-argument get into the discussion?

(2) This is a reason given to NARP but not to the Amtrak Board, and it helps to explain Reason One. Amtrak says the shorter running time will allow it to keep connections in Chicago and still make a same-day, 6 1/2-hour equipment turn in Seattle during periods of daily service, thus allowing use of only five sets of equipment instead of six.

FACT: Men who fail to learn from history are doomed to repeat its errors. Unfortunately, lots of EMPIRE BUILDER passengers are going to be reliving some history, too. Late-arriving equipment from the

BN routes in Washington State.

East meant late-departing eastbound trains from Seattle all too often during the 1950s and 1960s. And Amtrak just finished a summer with more than its share of late westbound arrivals, having trouble with an EIGHT-hour turn. Yes, I know equipment is expensive and scarce. But until Amtrak gets its maintenance house in order, and until Burlington Northern cuts down on its freight derailments, Amtrak should live within its limits. RTN would do well to put out a travelers advisory on possible late eastbound departures or even busing on the west end of the EMPIRE BUILDER route this Christmas.

(3) Amtrk says the changes it is undertaking on the BUILDER route will reduce the train's subsidy requirement by $600,000 a year.

FACT: Mr. Boyd's memo to the Board is totally vague on where the money will be saved! Amtrak people tell me it's mostly from on-board service crews working shorter hours, thus getting less pay. But there's one little problem. The modification adds train miles! The Portland section has to run Spokane to Pasco anyway to get to Portland. If Amtrak had left the Seattle section on the south line, it would have had to run only 250 miles Pasco to Seattle. With the change, the Seattle section will have to run separately from Spokane to Seattle, approximately 326 miles. That's 76 extra miles, and BN's train crews aren't going to work them for free, folks! And if Amtrak is factoring in equipment costs as part of the saving, they'd better forget it. That fast equipment turn probably won't last the Christmas season.

Given these flimsy reasons, why on earth would Amtrak want to make the change to the north line? Here are three possible reasons that make a lot more sesnse than the above:

(1) Political considerations. Amtrak may have feared offending powerful Senator Henry Jackson, whose hometown Everete would have lost Amtrak service with the unfortunate demise of the PACIFIC INTERNATIONAL. Most of the Congressmen on the south line are Republican freshmen. (Incidentally, I didn't factor Everett into my population calculation. It's only a half-hour or so drive from Seattle, and is balanced on the south by Kent, Auburn, and, indirectly, Tacoma, which I did not figure into the south line population estimate.)

(2) Railroad operating considerations. Burlington Northern has made no secret of its plans to use the south line as a coal train/grain train route. This means "let's flatten the curves." Still, there is no direct evidence that BN influenced Amtrak's decision on the route change.

(3) Here's what I think did the damage--a directive to Amtrak staff which should never have been given without some sort of qualification--a directive to "seek rail lines with superior operating characteristics." The Wenatchee-Ephrata line does have superior operating characteristics. It enables Amtrak

Former routes of the EMPIRE BUILDER (north) and NORTH COAST HIAWATHA (south) in Washington State.

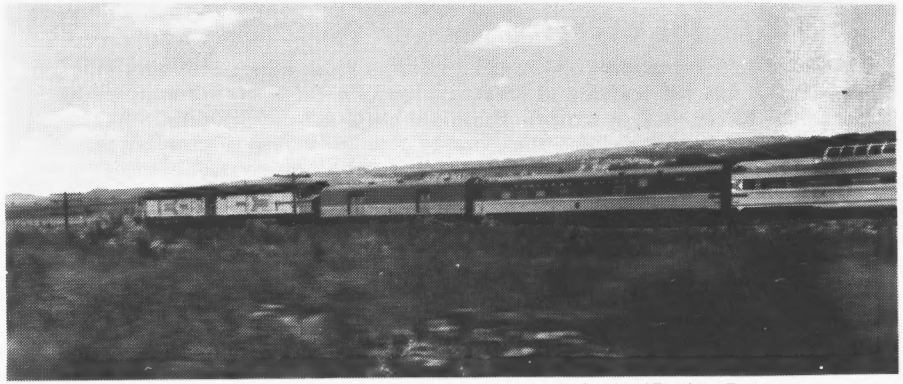
to move a train between Spokane and Seattle faster, with fewer miles. But I thought Amtrak was here to serve PEOPLE! Also, why was this directive followed ONLY in making the decision on the EMPIRE BUILDER in Washington State?

Why is the BUILDER still running the long way around between Fargo and Minot via Grand Forks when an almost rifle-straight cutoff via New Rockford is available?

Why is the SOUTHWEST LIMITED still running thru Topeka when it could save about the same amount of time (and money?) the BUILDER is supposed to save by using the bypass south of Topeka. Does Topeka REALLY do enough business to justify the "extra cost" of going there?

The equipment-saving goal doesn't seem to have been followed elsewhere either.

Why was the SAN FRANCISCO ZEPHYR not rescheduled slightly to do a 6-hour equipment turn in Chicago? Just move the maintenance base to take advantage of the 20-hour layover in Oakland. Saves equipment, doesn't it? If would allow operation of the ZEPHYR with five trainsets, right?



Running on the "south" route Chicago-Seattle, the NORTH COAST HIAWATHA never even got to the Superliner age before its discontinuance. Paul Rayton photo.

The SOUTHWEST LIMITED could have received similar treatment. Why didn't it? Only would have cost Topeka and some Western connections!

Maybe the last couple of examples are a little ludicrous. The point is, Amtrak has just thrown away 330,000 people for nothing. And it did so dishonestly, having its spokesmen tell inquiring reporters after word leaked out prematurely that the matter was "under study." All indications are that the matter had been decided at staff level for a long time, needing only the rubber stamp of an ill-informed Amtrak Board.

But look out, Amtrak! The change came just after three of our state's prominent Republicans--a Senator, a Congressman, and the state transportation director--had assured officials in the cities concerned that their Amtrak service was safe. Those three guys won't forget having to wipe all that egg off their faces.

This reminds me a little of what happened to Willmar, Morris and Breckenridge MN. Remember back in '79 when the EMPIRE BUILDER was diverted away to St. Cloud at the last minute? At least St. Cloud has some population.

The damage from Amtrak's decision to reroute the BUILDER is probably already done. The train, which could have built some pretty decent revenue on the south line with its revised and more advantageous schedule, is now largely useless to Washingtonians as an east-west travel device. I doubt if the 1:15am westbound departure time from Spokane will prove popular with cross-state travelers. It's also worth noting that during the last days of NORTH COAST HIAWATHA operation thru Wenatchee, Ellensburg alone exceeded Wenatchee and Ephrata revenues combined. And while Yakima and Pasco screamed for continued Amtrak service in '79, the Wenatchee Chamber of Commerce said "go ahead and take the HIAWATHA off--we don't want it."

See why I'm bothered by this latest Amtrak mistake? Are you worried too? Want to work to see that nothing like this happens to your service?

Let's work over the next couple of years, as I intend to, to convince Congressmen of the foolishness of allowing Amtrak carte blanche to change existing routes. I suggest NARP work to propose a population criteria approach to any route changes. This would take into account hours of operation required to serve major mid-point population centers. A hearings procedure would be a second alternative. While not desirable, I think even that would be a lot better than letting Amtrak's isolated planners do the job without help. Also, either approach would minimize any political or railroad influence on the route-change process.

Frankly, the Amtrak Board owes it to the 330,000 people it has stabbed in the back either to put the EMPIRE BUILDER back where it belongs on the Yakima-Pasco line, or perhaps just leave the BUILDER where it is and install a Seattle to Pasco day train.

Amtrak still needs lot of friends. It can ill afford the enemies it has made by blundering into this ill-advised route change.

Rocky Shay is a well-known Seattle-based rail advocate. Being in radio, he claims that this is the first article he has ever written for the print media.

QUOTES OF THE WEEK***

"Urban public transport in the United States faces a crisis of appalling magnitude. The implications of President Reagan's decision--now endorsed by Congress--to cut back on capital grants and phase out operating subsidies altogether by 1985 have taken some time to sink in, mainly because few people in the industry could believe that the government was serious... Federal operating subsidies climbed from nothing in 1974 to over $1 billion in 1980. The view in Washington is that this extra cash has simply been used to prop up inefficient and over-manned operations for which users are paying less in real terms each year... All this may be true, but turning off the money is not going to provide the answer--unless those in authority are prepared to see public transport disappear altogether. Perhaps it will require the complete collapse of transport in a major city like Chicago or New York to bring home to legislators at all levels just where their present non-policies are leading."

--Railway Gazette International editorial, September.

Mixed Train of Thoughts

THE AMTRAK BOARD on Sep 25 voted to discontinue the CARDINAL, effective Sep 30. (Discontinuance notices had been posted since at least Sep 1.) The vote was 6-0; all six DOT members of the Amtrak Board voted for the cutoff, while the three non-DOT members who were there and eligible to vote--Boyd, Neel and Mills--abstained from voting. With DOT minions now in control of Amtrak's Board, it was feared that President Alan Boyd might be voted out of his job. However, the Board voted Alan Boyd in to continue as President of Amtrak, along with his management team, much to the relief of rail advocates. If Amtrak succeeds in getting funds to restore the CARDINAL in the near future, it will be able to do so without delay in the next six months, as the C&O has given Amtrak an extension of that length on its contract to operate the train.....

RIMA Z. PARKHURST was replaced as VP-Passenger Services at Amtrak on Oct 8 by Eugene N. Eden. Gene Eden was promoted from the position of Assistant VP-Materials.....

THE PACIFIC INTERNATIONAL, discontinued effective Oct 1, has been replaced by an express bus connection between Seattle and Vancouver, B.C. The Trailways of Vancouver bus leaves the Seattle Amtrak station at 6:20pm and runs nonstop to the VIA station in Vancouver, arriving there at 9:40pm, in time to connect with the eastbound CANADIAN. Southbound, the bus leaves Vancouver at 7:30am (under current schedules this should permit a connection also from the westbound CANADIAN) and reaches Seattle at 10:45. If the northbound bus is late and can connect with the CANADIAN by detouring to the VIA station at Port Coquitlam, it will do so. It was believed at first that the bus would also make a downtown Vancouver stop, but this has not been included. Fare is the same as the train was: $16 one-way, $22.50 roundtrip. The bus connection began operation Oct 1.....

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MODIFIED DINING SERVICE (meaning airline-style meals) will be adopted nationwide by Amtrak on Oct 11. And on Nov 15 (the date is tentative) that service will be upgraded to the type that has been experimented with on the SAN FRANCISCO ZEPHYR. Reports say that the experimental service, described here last issue, has been "very well received" on the SFZ.....

THE PARKWAY LIMITED Pittsburgh commuter trains are being discontinued by order of the federal DOT, even tho they carried about 250 daily in each direction. The discontinuance date is Nov 13. They were funded by the Federal Highway Administration, which would undoubtedly rather have everyone ride on rubber tires.....

RONALD C. SHECK, author of the Amtrak 90 research reported on in RTN #228, tells us that the publication of his full report has been moved back to late October. The size of the first printing will be doubled or tripled due to the interest it has generated. The report is being updated to take account of Oct 1 legislative and service changes. Also, the university that's publishing it is depending upon private contributors to underwrite the major share of publishing costs. Individuals can send a tax-deductible donation to: Vice President-Development, Box 3590, New Mexico State University, Las Cruces NM 88003. An accompanying note should indicate that it's for the Sheck Amtrak Research Fund. (The university is just getting a new word processing system, which will allow a higher-quality report; it will be about 28 pages, with maps, tables, charts and a brief bibliography.) Otherwise, distribution is free; a copy will be available if you write: Writing Director, Arts and Sciences Research Center, Box RC, New Mexico State University, Las Cruces NM 88003, requesting "Amtrak 90: A Route to Success, Executive Summary". Do not write to RTN for the paper.....

A DERAILMENT OF 24 cars of a 76 car freight train north of Everett WA the night of Oct 5 apparently would have resulted in the cancellation of the PACIFIC INTERNATIONAL if that train were still running. Some 5000 people were evacuated from the area because some of the cars contained chlorine, altho it did not leak. The Seattle-Vancouver bus connection may have been affected, as the adjoining highway was closed to traffic until the mess was cleaned up.....

INTERSTATE BUS FARES will be allowed to increase 8% by an order of the ICC that came in late September. The increase was requested by the National Bus Traffic Association.....

THE INAUGURAL SCHEDULE of the Sacramento-Los Angeles overnight train on Oct 22 and 23 is as follows: leave Sacramento 9:15am, arrive Davis 9:35, Suisun-Fairfield 10:15, Martinez 10:50, Richmond 11:35, Oakland 11:58, San Jose 1:45pm, Salinas 3:30, Paso Robles 5:15 (not a regular stop for the train), San Luis Obispo 6:30. The train will sit overnight in San Luis, and on Oct 23 it leaves at 9:15am, reaching Santa Barbara at 11:35, Oxnard 12:50pm, Glendale 2:15, and Los Angeles 3pm. There will be a 10-min stop at each location for speeches, and each day's run is preceded by a press conference. The train is for invited guests, while regular service of the overnight runs begins Oct 25 in each direction. The train, which still has no name--the name is being selected in a contest among Caltrans employees--is a state-supported 403-b operation.....

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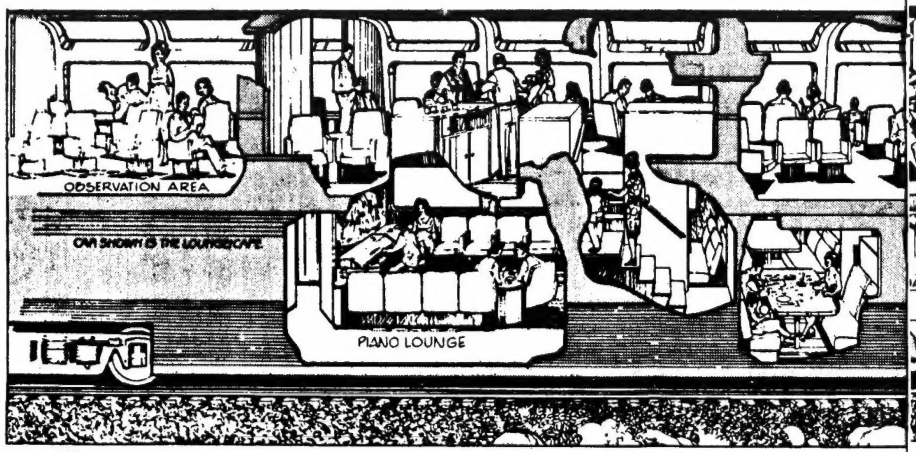
CHICAGO-MILWAUKEE TRAINS, which had frequency reductions Oct 1, also lost food service on Sep 27, which is supposed to save Amtrak about $433,000 a year. The use of Amfleet equipment instead of Turboliners is to save Amtrak $1 million per year in fuel expenses.....

THE CAPITOL LIMITED is the name of the new Washington section of the BROADWAY LIMITED, reviving an old train name. The B&O's CAPITOL LIMITED began operation May 13, 1923 between Chicago and Baltimore/Washington. The name disappeared for a time on May 1, 1971 when Amtrak took over.....

SOO LINE RAILROAD runs mixed train service from Neenah WI to Sault Ste. Marie MI, a 376-mile trip for a fare of $13.04, reports WisARP. However, passengers ride in an uncomfortable caboose, and a Milwaukee rail advocate, Lou Rugani, is seeking to have coaches replace the cabooses. State requirements of Wisconsin and Michigan have kept the little-known passenger service operating, against the railroad's wishes. WisARP reports that riders must ride "at the mercy of freight train scheduling".....



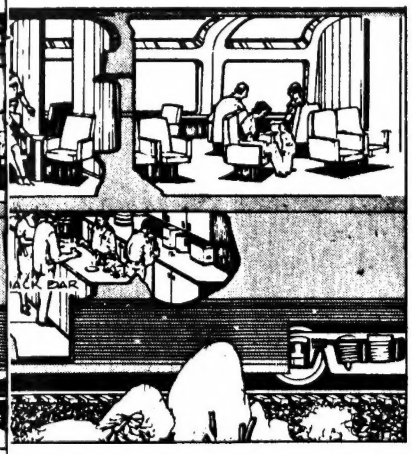
THE ALASKA RAILROAD has leased six cars from Amtrak. They are diners 8036 and 8042 and dome coaches 9466, 9472, 9473 and 9474.....

THE SILVER STAR got its first head-end power (electrified) cars in mid-September (see Cars & Consists, p. 20). On Sep 20 the southbound train was recorded at Washington with engine 962 and cars 1231, 1628, 2475, 2915, 4725, 4714, 4018, 8506, 3126, 4014, 4647, 4641, and 2450.....

AN UNCONFIRMED REPORT states that the PIONEER is to get a Superliner Sightseer lounge car for a food service car starting Oct 15.....

SOLIDARITY DAY was held in Washington DC for union members on Sep 19. Special trains were operated by Amtrak to get participants to and from that city. The CARDINAL may have been discontinued Sep 30, but on Sep 18 it was a long train as it left Chicago to take about 700 union members east. Consist of train 50 was engines 276 and 381, and cars 1367, 1143, 2439, 2887, 20209, 21819, 21826, 21859, 21878, 21113, 20226, 21223, 21214, 20220, 21219, 21211, and 21257. Returning the following day it had a similar consist. On the 19th, seven special trains ran in the Northeast Corridor, designated by color. The orange train ran NY-DC, leaving 6:40am and was composed of Jersey Arrow III cars 1322, 1323, 1408, 1409, 1398, 1399, 1316, 1322, 1413, 1412, 1362, and 1455. The purple train ran New Haven-DC at 2am and was composed of HEP clocker coaches: engine 960, cars 7606, 7002, 7004, 7001, 7605, 7000, 7602, 7604, 7600, 7003, 7601, 7603, & 7615. The green train left Philadelphia at 6:15am and was made up of Jersey Arrow II cars 581, 580, 554, 555, 577, 576, 560, 561, 540, 541, 534, & 535. The gold train left Boston at 9:50pm the 18th and was composed of engine 913, cars 21079, 21001, 20024, 21127, 21212, 21169, 20016, 21115, 21023, 21084, 20008, 21225, & 21221. The red train left Philadelphia at 6am and had Jersey Arrow III cars 1484, 1485, 1427, 1426, 1478, 1479, 1504, 1503, 1507, 1506, 1319, & 1318. The blue train was from Philadelphia at 6:30am and used Jersey Arrow II cars 572, 573, 542, 543, 553, 552, 563, 562, 539, 538, 548, & 549. The brown train left New York at 7:10am and used Metroliner II cars 823, 827, 865, 810, 822, & 884. All these trains ran express to Washington. In addition, trains 131, 61, 178, 60, 186 and 66 on the 19th and train 67 on the 18th used several extra coaches.....

CONRAIL SEEKS CLOSING of 2800 miles of its 17,700-mile system and will ask the ICC by Dec 1 for permission to abandon them. It wants to shut down 736 miles of track in Pennsylvania, 486 miles in New York, 352 miles in Ohio, and the remainder of the 2800 miles in 10 other states. The lines are all freight lines that have shown chronic deficits. The ICC must act on the petition, according to current law, within 90 days.....



SUPERLINER ADVERTISING CAMPAIGN began in September in eleven markets: Chicago, Milwaukee, Minneapolis-St. Paul, Denver, Phoenix, Portland, Seattle, San Francisco, Los Angeles, Albuquerque, and Sacramento, Amtrak said. These areas were getting a 2-week radio advertising campaign along with a half-page newspaper ad each week, which uses the Superliner lounge car cutaway drawing shown here. The ad reads "The End of the Plain Train", and it continues in part, "If you've taken Amtrak lately, you've no doubt ridden some very new, modern equipment. But if you haven't taken an Amtrak Superliner, you haven't seen anything yet. Each is lavishly endowed with all the comforts and refinements you don't usually experience when you travel"...

CHICAGO MAINTENANCE FACILITY dedication on on Sep 26 was somewhat rained out. Heavy rain began just at dedication ceremony time, and the event was moved indoors to the car shop. The rain continued all day, and as a result the attendance was lower than it would otherwise have been. But even so, about 2000 people showed up for the Family Day and 500 were at the dedication ceremony (the day was for Amtrak and railroad employees only--in the spring a bigger family day for the general public will be held). Local media people failed to show up too, and the event was hindered by slow delivery of invitations. Excursion trains, using Superliner cars, made 4 or 5 roundtrips to the Yard.....

SOME JAPANESE VISITORS to America recently were "astounded" by the Superliners, Amtrak said. Even being familiar with the Bullet Train, they were impressed with this made-in-America equipment. Now if only the American government would consistently support rail passenger service the way it's being supported in other leading nations!.....

THE CHICAGO-DUBUQUE BLACK HAWK was discontinued Oct 1 (photo above, by Jack Ferry is of train 371 leaving Chicago on Aug 13), despite efforts by members of IlliNARP who spent an hour with the Governor of Illinois on Sep 25 trying to persuade him to save the train. He promised a final decision by Sep 30, and on that date he reaffirmed his decision to let the train die.....

AMTRAK'S 1982 CALENDAR is now available. A color painting of the Chicago skyline, again by Gil Reid, is featured on the latest calendar. It costs $5 each, or $9 for two or $12 for three postpaid from: Amtrak Calendar, PO Box 311, Addison IL 60101.....

ENGLISH CHANNEL TUNNEL between England and France has received the backing of the transportation committee of the European Parliament. France will ask that the project be included in the EEC 1982 budget. It would tie in with a proposed northern TGV line.....

A DETROIT TRAIN struck a maintenance of way machine south of Niles MI on Sep 29, but there were no injuries. Amtrak and Conrail were investigating the accident.....

News in this issue is updated thru Oct 8, 1981.

AMTRAK BUDGET (continued from page 3)

Amtrak pay $82 million in interest payments that Congress had forgiven it. If it must pay this amount, Amtrak's budget would be down to $457.4 million, or 38% less than Congress voted it.

In a letter to Congressman James Florio, reported in the Wall Street Journal Oct 8, Amtrak President Alan Boyd warned that just keeping the NE Corridor running requires $575 million. If the rest of the system had to be shut down, it would take $400-500 million in wage protection and other costs to do so, and the price would be higher than the original Congressional budget figure.

Amtrak and NARP sources do not believe that Congress will go along with such drastic further budget cuts, but the Journal said that a Senate source indicated some "whittling away" at the $735 million figure might be done.

NARP told members that it "wouldn't hurt to write and protest" about these threats of further cuts.

An Amtrak spokesperson told RTN that Amtrak morale is low again in the face of more threats of budget cuts and loss of trains and jobs. Altho Amtrak has gone thru such threats for ten years, "you never quite get immune to it", the Amtrak source said. The situation "doesn't look that good", the source said.

RAIL CANADA (continued from page 4)

THE CANADIAN CHAMBER of Commerce on Sep 21 voted to support efforts to stop the cutbacks in VIA Rail service.

EDMONTON WILL NOT have connecting rail service to the transcon train at Calgary, it was learned in late September. Altho the federal government promised such a connection accompanying the passenger train cuts, the Edmonton-Calgary service will not be rescheduled, VIA said, as the Transport Ministry never requested it. Thus, travelers from Edmonton taking the train to Calgary to board the CANADIAN would have to spend overnight there before catching the train. A morning bus service might be arranged, VIA said.

PUBLIC HEARINGS ACROSS CANADA have been held by the Progressive Conservative (opposition) party in September, on the matter of the VIA cutbacks. Many rail advocates have testified at these hearings. In addition, demonstrations at VIA stations were held, sponsored by Transport 2000. At Edmonton, sign-carrying protestors were joined at the station by passengers arriving from Drumheller--but arriving, ironically, by bus, as the VIA train had broken down (Sep 17).

TWO CN FREIGHTS collided head-on about 50 miles west of Chicoutimi, Quebec on Sep 25, in a single-track area. We have no information about passenger train disruption from the accident, which killed three crewmen.

OCTOBER 25 SCHEDULE changes for VIA are summarized briefly here: Train 60 lv Turonto 7:10am (LRC); #62 lv Toronto 10:45am; #64 lv Toronto 1pm, 35mins later (Turbo); #66 becomes LRC, no sked change; #68 & 58 no change. Train 16 lv Montreal 7:20am (LRC); #63 lv Montreal 10:50am; #65 lv Montreal 1pm (Turbo); #67 (LRC) no change; #69 & 59 no change. Train 60 - bus 560 lv Toronto 7:10am; #44 lv Toronto 9am; #64 - bus 564 lv Toronto 1pm; #46, 48 no change. At Ottawa, the morning bus-train connection is discontinued; train 43 lv Ottawa at 8:30am; bus 565-train 65 has minor changes; #45 lv Ottawa 4:25pm; #49 no change. Transcon changes for Nov 15: train 1 will start in Montreal in the afternoon and travel to Toronto, where it will be re-marshalled with Toronto cars, leaving Toronto in the evening. It will travel CN lines to Washago, and then CP lines to Vancouver. VIA said that no firm decision had been made regarding routing for passengers traveling west from points between Montreal and Sudbury.

VOYAGEUR BUS STRIKE in Quebec ended the weekend of Sep 12 after nearly three months. The bus company did not come out of its struggle with the teamsters completely intact: the "Grand Express", the closest thing to a VIA club car on tires, was ended due to a chronic deficit. Voyageur II runs also were withdrawn except for Montreal-Val D'Or.

THE POSTAL SERVICE DOES IT AGAIN

The Postal Service has announced yet another increase in first class postage rates, effective Nov 1. If this increase is allowed to stand, and at present it appears that it will, it will be necessary to increase the subscription rate of RTN also. In the next issue we will announce the details of the rate change, which will be effective Nov 1.

RAIL FANTRIPS

Nov 13, 14 & 15: Tourist Railway Ass'n (TRAIN) Convention, hosted by Toledo, Lake Erie & Western Railway at Waterville OH (11/13 at Holiday Inn, Perrysburg OH. Contact: TRAIN 1981, T.K. Minnich, 200 Birchdale, Perrysburg OH 43551. $35.00.

Nov 14-15: Private car Lehigh Valley #353 Philadelphia-Pittsburgh daylight over Horseshoe Curve, overnite Pittsburgh, Pitts-Washington on CAPITOL LIMITED. $325 incl on-board food. D.L. Ross, 300 Winston Dr #2020, Cliffside Park NJ 07010. Phone (201) 886-1359. Overnite at William Penn $27 double, $44 single.

Aug 7-22, 1982: Dome obs. sleeper (CZ) nationwide Amtrak tour planned, start Miami, limit 24. Approx rates $1925 slpr, $985 seats. LSASE to Gold Coast Railroad, c/o Box 65, Miami FL 33164-0065. Phone (305) 940-4737. 9 slpr, 15 lounge seats.

One Rail Fantrips listing is free. Send full info to:
RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

CARS & CONSISTS

*BROADWAY LIMITED, train 41, Pittsburgh Sep 14: engines 353, 354; cars 1151, 1352, 1262, 1613, 2433, 2082, 4633, 4707, 4641, 8523, 3102, 4741, 4710, 2881.

*NORTH STAR, train 10, St. Paul Sep 16: engine 388; cars 1243, 2885, 20214, 21884, 21229.

*WOLVERINE, train 350, Chicago Sep 17: engine 381; cars 20231, 21205, 21239.

*SHAWNEE, train 391, Chicago Sep 17: engine 357; cars 21820, 20000, 21877, 21887.

*BLUE WATER LIMITED, train 365, Chicago Sep 17: engine 244; cars 21155, 21201, 21878, 20143.

*HOOSIER STATE, train 317, Chicago Sep 17: engine 372; cars 20046, 21193, 3127.

*BLACK HAWK, train 370, Chicago Sep 17: engine 303; cars 21883, 20043.

*ILLINI, train 380, Chicago Sep 17: engine 315; cars 9601 lounge, 9620, 9621.

*STATE HOUSE, train 300, Chicago Sep 17: engine 246; cars 21874, 21880, 21200, 20127.

*ILLINOIS ZEPHYR, train 348, Chicago Sep 17: engine 361; cars 21247, 20004, 21869.

*EMPIRE BUILDER, train 7, Chicago Sep 17: engines 370, 334; cars 1170, Hi-level 39926, Superliners 31018, 34098, 34027, 33008, 38018, 32017, 32038.

*CARDINAL, train 50, Chicago Sep 17: engine 356; cars 1285, 1248, 2883, 20200, 21846, 21805.

*SILVER STAR, train 81, Alexandria VA Sep 16: engines 275, 299; cars 1233, 1628, 2880, 2915 "Pacific Hills", 4728, 4725, 4714, 8506, 3118, 4713, 4715, 4703, 2450 "Beech Grove", 2859 "Tiger River", 2856 "Seneca River", 3320 (last 3 deadhead). (Note that these are Heritage Fleet cars.)

*MONTREALER, train 60, Washington Sep 17: engine 969 (E60); cars 1450, 2932 "Pacific Shore", 2084, 8520, 20224, 21822, 21813, 21868, 21162, 21097, 1242 mail.

*COAST STARLIGHT, train 11, Oakland Sep 20: engines 236, 283; cars 1165, Hi-level 39902, Superliners 31029, 31030, 34041, 34071, 34040, 33005, 38031, 32014, 32040; SP engine 8540 and SP business car 117 "Tucson" added at Oakland.

*PACIFIC INTERNATIONAL, train 793, Seattle Sep 19: engine 215; cars Superliners 34064, 34021, 34063.

*SOUTHWEST LIMITED, train 3, Kansas City Sep 15: engines 233, 288; cars 1237, 1217, Hi-level 39938, Superliners 31020, 34069, Hi-level 39970, Superliners 38027, 32037, 32009 "George M. Pullman". Same, Sep 13: engines 234, 240, 261; cars 1130, 1150, Hi-level 39929, Superliners 31017, 34086, Hi-level 39975, Superliners 38024, 38024, 32027, private cars FTX3 "E.C. Redfield", FTX4 "Glen Annie", FTX7 "J.H. Redfield" (Finlay Fun-Time Tours cars Chicago Albuquerque).

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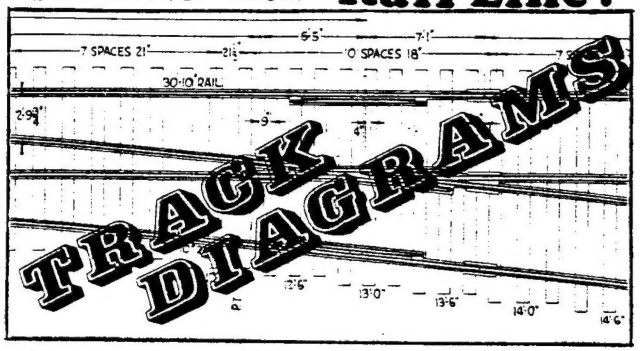
EXCLUSIVELY FROM - **Rail Line:**



LASALLE STREET STATION, CHICAGO—

NOW BEING DEMOLISHED it will soon be only a memory. This highly detailed document was issued by the New York Central railroad company and has all revisions thru 1964. Diagram covers area from VanBuren street to just south of Roosevelt road. Scale: 1 inch = 40 feet; Size: 11 feet by 1 ft. 3 in. All copies in like new condition.

PRICE - $25.00+$3.00 postage & insurance.

UNION STATION, CHICAGO—

OUR MOST POPULAR ITEM. Includes Concourse and Waiting room FLOOR PLANS !!! Comes in 2 sections: 1) FLOOR and TRACK plan - Monroe to VanBuren St; Size: 2 ft. by 3 ft. 2) TRACK PLAN - covers area VanBuren to Roosevelt road; Size: 2 ft. by 9 ft. Scale for both: 1 inch = 50 feet. SOLD AS SET ONLY All copies in like new condition.

PRICE - $35.00+$3.00 postage & insurance.

AMTRAK 12th & 16th STREET COACH YARD, CHICAGO—

For over 50 years under Pensylvania R.R. ownership it was taken over by Amtrak in 1976. This diagram shows location of present and future yard facilities, engine shop, commissary, etc. Also shows relocation of trackage. Very fine detail on this huge 9ft. x 3ft. document issued by Amtrak in 1977. Covers area: Taylor to just south of 18th st. Scale: 1 in = 50 ft; mint.

PRICE - $25.00+$3.00 postage & insurance.

SPECIAL: TRACK PLANS OF ALL LINES VAN BUREN TO CERMACK-

Includes LASALLE, DEARBORN and GRAND CENTRAL stations; A.T.&S.F. 21st. coach yard EVERYTHING between State st. and the Chicago River. Made in the 1920's Size: 4ft. x 9ft. All copies are in excellent condition and show very fine detail; the scale being approximatly 1 in. = 100 ft. Unfortunatly the shading is inconsistant, some areas appear darker than others none the less still very interesting and historic - ONLY $15. POSTAGE PAID

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DINING CAR DISHES, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports from 30 railroads. Long stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy items.

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WANTED: RTN #s 14,30,31,78,79,81,88,102. Dean Ogle, Box 194, Custer WA 98240.

EVERYONE PLEASE PROTEST the November 15th VIA Rail cuts by letter or telegram to Hon. Pierre Eliot Trudeau, Prime Minister, House of Commons, Ottawa, Ont., Canada without delay. The chances of saving anything depend entirely on your action.

HELP TRANSPORT 2000 fight the Pepin-Roberts plan. Send $10 for membership and TRANS-ACTION quarterly to: P.O. Box 858, Station B, Ottawa, Ont. K1P 5P9.

BACK ISSUES OF RTN are in constant demand, especially from recent subscribers. While the earliest issues of RTN are out of print, we do have a good stock of the more recent years. In particular, we recommend our Tenth Anniversary Year volume --all the issues of 1980, 18 issues sent all in one parcel at the price of $8.00 postpaid (no tax). Write for information on other back issues.
RAIL TRAVEL NEWS, PO Box 9007, Berkeley CA 94709.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads: only $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

D&SNG WILL RUN ALL YEAR ROUND

Daily trains are now being operated year-round by the Durango & Silverton Narrow Gauge Railroad (D&SNG) on the all-steam powered line in southwestern Colorado. For decades, operation of the historic railroad has been programmed for for warm-weather tourists and railfans, from late May to early October. However, Charles E. Bradshaw, Jr., president and chief executive officer of the D&SNG, whose purchase of the 45-mile narrow gauge line between Durango and Silverton was effective March 25 says, "From now on there'll be no start-ups and no shutdowns. There will always be locomotives with steam... The Silverton Train will run all year long." (The only exception will be Christmas Eve and Christmas Day.)

The D&SNG has announced a three-part shcedule for the full year's operations. For the traditional travel-vacation period, the Summer Schedule now underway will run thru Oct 24. Departure time from the Durango station for the first train, which will operate on the Summer Schedule into early fall, will be at 8:30am, returning to Durango at 5:30pm. The second train, which is operated during peak season or when demand dictates, will depart at 9:30am, returning to Durango at 6:30pm. After this year, the Summer Schedule will be effective from mid-May thru the last Saturday of October (the last day of Daylight Savings Time). It will start two weeks earlier and continue three weeks longer than the entire year's

operations under the D&RGW.

During the Late Fall Schedule (Oct 25-Nov 29) a train will depart Durango at 9am, returning at 5pm (weather permitting).

During the Winter Schedule (Nov 30-May 14) a train will leave Durango at 9:55 am, returning at 2:15pm (weather permitting). This train will go to a point approximately halfway to Silverton, in the heart of the San Juan National Forest, turn on a wye, and return to Durango.

Coaches for the Late Fall and Winter trains will be heated with steam heat. Also, each will retain its operating coal stove as an added bit of pioneer tradition.

For further information on the new, year-round schedule, the number to call is (303) 247-2733, or write D&SNG, 479 Main Ave, Durango CO 81301.

Weeks before his first train run on May 23, Bradshaw determined to make it doubly significant by teaming two locomotives to pull the famous SILVERTON with a record number of first-day reservation holders in 15 cars. It had been years since a doubleheader had been seen on the Durango-Silverton line.

By early August the D&SNG had restored to service No. 481, the first of six large K-36 and K-37 (2-8-2 Mikado type) locomotives acquired with the railroad. No. 481, a K-36, is a coal-fired locomotive having been built by Baldwin Locomotive Works in Philadelphia in 1925. It can pull up to 14 cars carrying more than 600 passengers.

No. 481 was taken out of service by the D&RGW at Alamosa on Feb 28, 1961. It was hauled dead Dec 5, 1968 in the last freight train to ever run from Alamosa to Durango, where it has been stored outside since that time. On Aug 4, for the first time in over 20 years, No. 481 was fired and put in service for the Durango Centennial Celebration and on Aug 5 it had the distinction of pulling the Centennial Special Train with Governor Richard W. Lamb as well as state, county and city officials and other dignitaries aboard. Aug 5 marked 100 years since the first train arrived in Durango.

Before running the K-36 and K-37 locomotives over the line, Bradshaw had an engineering survey made of the line and made every improvement the survey recommended. Bridges, trestles, roadbed, rails and trackside clearances were examined, worked on as needed and tested, and on Aug 7 No. 481 traveled to Silverton pulling only its caboose to check clearances. On Aug 11 it hauled its first revenue (freight) train to Silverton; and, on Aug 12 it made its inaugural run with the longest train and the most passengers ever hauled over the line by a single engine. The train's arrival in Silverton marked the first time a locomotive larger than the K-28's had been used on the Silverton Branch.

No. 481 now runs in daily service to Silverton, pulling one of the passenger trains which during the first part of this summer's operation by the D&SNG had been pulled by a pair of K-28's.

Longtime Colorado residents as well as out-of-state and foreign visitors have supported Bradshaw's belief that the time has come for all-season operations. "People want to see the mountains in winter," he says. Many have responded to a growing appreciation of the spectacular autumn and winter sights and an increased demand has been noted for "more things to do" in what used to be called the "off-season."

No-nonsense operation of trains and all properties will stress safety and convenience of passengers. Any outside attempts to impose sales pitches, trainside dramatics or staged, western-style "shootouts" will be opposed. "We're running a railroad, not an amusement park ride," Bradshaw says.

Assurances for the not-too-distant future: Time-cutting changes in running schedules without shortening the stopover at Silverton. A Summer train originating in Silverton for roundtrips to Durango and return. A club car and, later, a diner on the Winter Train for its mid-day roundtrip. Seriously considered are runs thru the canyon and forest on clear nights of the full moon.

Predictions are wide open for popular response to the new policy of year-round daily service with a program of national advertising and promotion promised by new owner Bradshaw.